

May 2021



In Tune



GUILDFORD MOTOR CLUB

Founded 1953



Recognised
Club

Editorial

Welcome to the May edition of the magazine.

Club and Pubnights continue over Zoom with the Club night being an entertaining quiz. Details of how to join these are on the final page of this edition.

Following on from last month we have a few more pages. Highlights again this month are yet more Tongham Tales from Mark. We have undertaken research into some of the pictures in the slide collection and we publish what we have found out. Both articles make an interesting read. Out and About continues with a selection of pictures from Robert taken only the other week! We have reproduced two more articles from a past edition of the magazine and of course we continue to publish yet more pictures from the slide collection.

Any reports, anecdotes and articles always gratefully received. Let's hear what you've been up to or indeed can remember doing!

As you will see there is some competition activity and we have a date for the David Roscoe Memorial Dimanche Tour. - Sunday 26th September.

Stay Safe

Annette & Robert Clayson



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Social Calendar

May

20th Committee Meeting

Zoom Club and Pubnights

Joining details on the last page.

11th Clubnight

25th Pubnight

David Roscoe Memorial Dimanche Tour

provisionally 26th September

Goodwood Events - Open, though MSUK Sprints are behind closed doors and there a a number of private events to which the public are not admitted.

Brooklands Events - Currently the museum is currently open on Friday and Saturday, with pre booked tickets with timed entry.

Competition

9th May – Bath MC – Kemble Targa Rally

14th May – Basingstoke MC – Norseman 12 Car

21st May – Southsea MC – 12 Car

29th May – EMCOS – Down Ampney Stage Rally

South Downs Stages, Goodwood. Entry full. The organisers are planning on the 14th August.

Weald MC 12 Car

Cancelled for this year, restarts in the Autumn.

[Regulations are here](#)

Out and About

CKL Track Day Goodwood



Yes, I have been able to get out and take a few pictures.

Although spectators are excluded from motor sport events currently, this is due to change mid May when the latest step in the road map out of restrictions is reached. However, I was able to attend a track day at Goodwood earlier in April for CKL Developments based in Battle, Sussex. As restorers of Jaguars and other makes there is always an interesting selection of cars present. Held on a cold but mainly sunny midweek day it was pleasure to get out!

Robert







Guildford Motor Club present:

David Roscoe Memorial Dimanche Tour

Sunday 26th September 2021



This event has no competitive element and is intended as an opportunity for you to drive your 'Pride and Joy' through picturesque parts of Hampshire. The total route distance is about 35 miles. We plan to make the event an afternoon run to end with tea and cakes.

The planned start venue at Lasham Gliding, Hampshire has plenty of parking space, ideal if you want to trailer your car to the event.

You will be given an easy to follow tulip road book to take you along our carefully designed meandering route.

For more details visit our website: www.guildfordmotorclub.org.uk

Not what it seemed

Amongst the photographs in the donated slide collection were these two (the main pictures) initially I hadn't even noticed they show the same car as the one below is a colour print and the one opposite is from a colour slide. Eventually, I linked the two pictures together. The assumption was that the car, a Bugatti, had been located in Europe and brought back to the UK for restoration. We had no date for the first image but the date on the slide says it was processed in September 1967 so it could be either August or September.



Probably Sicily May 1966

It was time to find out more information, so I posted the two pictures on our Instagram and Facebook pages as well as on mine. Lots of interesting replies but there was the suggestion I should try the Bugatti Trust's Page. That was very useful indeed.

With the responses we received, it was definitely not what it had initially seemed to be.

The Bugatti is a Type 13/22 dating from 1913, at the time of pictures from Prescott it is was fitted with a Type 22 engine and the body dates from the 1920's. The rear springs are half elliptic. It was raced in Prague in the twenties and was found in a barn.



Now what's the story - The picture alongside is from April 27th 1966, it shows the cars leaving the National Technical Museum (NTM) in Prague (Czechoslovakia) to journey to Palermo in Sicily for the 50th anniversary of the Targa Florio running on May 6th that year. A journey of nearly 1400 miles. Some undertaking in the 60's, let alone using a pair of Fiat 600's with a Bugatti body and wheels strapped to the roof. The cars were given by three employees of the NTM; Theodor Šeda, Miroslav Harcuba and Petr Fabík.

The car is still in existence and remains in the Czech Republic. In messages with a member of the Czech Bugatti Club, I have



The 50th anniversary edition of the Targa was marred by an inclement weather that turned the road into a quagmire. The winners of the 1965 edition, Nino Vaccarella and Lorenzo Bandini started as favourites driving the powerful, prototype-class Ferrari 330 P3. Indeed, it seemed they could lead Ferrari to another victory but two laps from the end, a wrong manoeuvre by Bandini while lapping a slower car resulted in the 330 off the road. This paved the way for the victory for the factory-backed Scuderia Filipinetti Porsche 906 of Herbert Müller and Willy Mairesse, followed by the Dino 206 S of Guichet/Baghetti, and another 906 of Sicilian duo Pucci/Arena. **Page 7**

had to interpret his written English as my Czech is non-existent! He has great enthusiasm for the the car. It turns out for many, many years it was thought that the chassis number of the car was 700 but during its restoration 10 years ago the original number was found.



He goes on to say that the car was rebuilt several times when it was being raced. In the 60's it was running with an engine from a T23 Bugatti Brescia, which meant it was reliable and powerful and would do 130kph with no problem.

Now it is fitted with an 8 valve engine from a T25. This particular engine is from 1914.



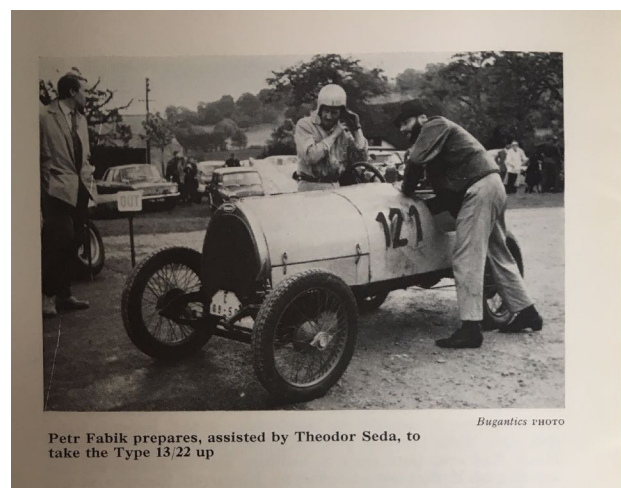
Engine bay today

We now move forward to the 3rd September 1967 and a VSCC meeting at Prescott. *Bugantics* reports "The Bugatti Handicap was especially notable as we were able to welcome some visitors from Czechoslovakia - Petr Fabik and his charming wife, and their friends Theodor Seda and William Cerny, who had towed Petr's Type 13/22 all the way from Prague." The report goes on to say "Petr also has a Type 35 and two Type 44's one of which usually tows the Type 13. On his first practice run, Petr was unlucky enough to invert the car at Pardon, but the damage was confined to the front axle, radiator, steering wheel and Petr's nose and he was able to compete on Sunday"



Prescott 1967

Robert



Petr Fabik prepares, assisted by Theodor Seda, to take the Type 13/22 up

Bugantics photo



right - Scrutineer label from the event.

left - damage to radiator and bonnet can be seen from this picture taken subsequent to the meeting.



Tongham Tales part 11 – Hopefully the last.

Hurrah, the current lockdown finished on schedule on the 29th of March, and as I suggested in last month's drivel, I managed to get out for a walk in different surroundings. I popped over to Cranleigh on the 30th, for a 4-mile stroll along the old railway line and back along the canal. On the way, I spotted that the Run Common road, the yellow from 022423 to 042418 is still shut. Last year's Jedi was supposed to use it, so a huge reroute would have been required had the event gone ahead. The problem with the road is Badgers. Never one of my favourite animals, they had built their setts into the embankment of the old railway bridge. On both sides of the line and both sides of the road. I can only imagine their surprise when several tons of road caved in on them. The highways people have shored up the road now and put heavy wire mesh to stop the blighters from digging it up again. But apparently, they need to monitor the bridge for a few months to ensure the Badgers don't try to get back in. Until then the road stays shut.

My walk took me past the enormous country pile that is Rydinghurst. Just off the B2130, this grade II listed monster boasts walled gardens, indoor swimming pool, stables, airstrip and 200 acres. You can't see it from any of the public rights of way. Once owned by a drummer called Sir Richard Starkey, who obviously enjoyed his privacy.

That was my last walk for 'Walking all over Cancer'. In total, I raised £2143, that's 1171% of my original target, put one foot in front of the other 357,313 times and lost 24lb in the 31 days. 4 weeks on from the end of it, my right foot still gives me aggro. Now that the walking is out of the way, we've been getting ready for the extension on the back of the house. The conservatory has gone – I didn't get anything for it, but at least the guy took it all away and saved me a couple of hundred pounds in skip hire! I've invested in a breaker to demolish the conservatory wall and floor. It's a beast of a thing and it almost gives me a hernia every time I pick it up. It is making short work of the demolition though.

I had an interesting chat with Pash during the committee meeting the other week. He had just competed on a 12 car that was using a new phone app instead of marshals. The idea being that the route is defined by the organiser, and the GPS signal from your phone is sent to the app and the app knows when you are at any given point at any given time. Sadly, it would appear that a bit more testing and fine tuning is required. Several of the crews had been given multiple 'Fails' and time penalties which were clearly not right. It took the organiser several days to untangle the results and declare them final.

As someone once said – "not everything is 'appable'." and this might be one of them.

May 2021

Nothing much more to report from Tongham, really. Events are starting to get organised, check out the competition calendar for details. The pubs and breweries are starting to allow people in, although I think I'll give it a bit longer before I venture into one of them. It's pointless throwing away 14 months of isolation for the sake of a beer or two. We'll see how the vaccinations cope first. Stay safe.

Mark.

From the Slide Collection - Special

Prescott June 1969 and pair of exceptionally rare Bugattis. These are both Type 57's

I checked to see whether the cars still existed, at least via the DVLA website. The red car was there and on the road but listed as being black in colour. The blue car did not appear.

The top picture was put on our instagram page, yes the blue car is still around again painted black. This particular car is now the most expensive car in the world having been sold at auction in 1988 for \$80 million and was brought by Ralph Lauren.

Robert



Reprints

The reprints for this month come from the September 1991 edition where the Editor had obviously made a plea to receive some letters!

Dear Editor,

Following your recent remarks in 'In Tune' regarding lack of letters to the Editor, I hereby submit letter No. 3 - unless, of course, another member has beaten me to it.

I thought, perhaps, a light-hearted letter concerning the locks on the doors of my Mini might fit the bill. Some years ago, I purchased a brand new Mini from the Bodmin branch of a national British Leyland (as it was in those days) dealer.

On arriving home, I was horrified to find the keys supplied would operate the driver's door but not the passenger's door. On reporting this I was told 'not to worry, sir, we'll sort it out when the car is in for its first free service'. When collecting the car after the service I enquired about the lock and was told 'not to worry, sir, we have the matter in hand and will let you know when the lock arrives'.

Weeks pass, and again I enquire about the lock. 'Sorry, sir, the system is such that we can't get a lock to match the one on the driver's door. All we can do is to order another lock with separate keys'. Not good enough, says I - can't you order a pair of matching locks. 'Can't do that, sir, all we can do is order two locks and if they happen to match it will be a miracle. I can assure you, sir, the locks were O.K. when the car left the factory, and some unknown person must have changed one of them during transit to Bodmin'. Protested strongly that surely I wasn't expected to swallow that. But apparently I was.

So, get in touch with Customer Service at Cowley and told them in no uncertain terms that I was not prepared to accept a new car with odd locks. Result. British Leyland. arranged for a complete set of matching locks (including the boot) to be air-freighted from the manufacturers in U.S.A. to Bodmin, where the locks were fitted.

So, fellow club members, when ordering a new car, beware (according to a reliable source from Bodmin) the gangs waiting by the roadside ready to pounce on your car to switch locks.

Bob Tassano

Dear Mr Editor,

I, a bear of little brain, wish to claim the special prize for identifying the mystery GMC outing because I do not believe I am “one of the nine”. This was my trip to the seaside, otherwise known as the London to Brighton bike ride. I distinctly remember this day because I was rudely awoken at an anti-social hour and the glow masquerading as a sunrise was Annette’s leggings!

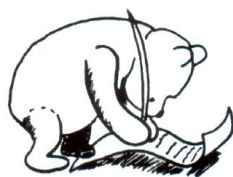
I had a good view of proceedings, perched on Jennifer’s handlebars - it was noticeable that every time I pointed out a shapely pair of black and white leggings to Douglas, Jennifer slowed down until they were out of view! Douglas said that negotiating Ditchling Beacon was easier than clue solving on recent scatters – I agree because I was not even puffing when I rode to the top. There was also a man who had been rude to me at the start who walked up the little hill...!

Finally, may I remind you that bears love honey, especially Loseley Farm honey. What is the bear equivalent of nepotism?

Yours,

Edward Bear,

Godalming.



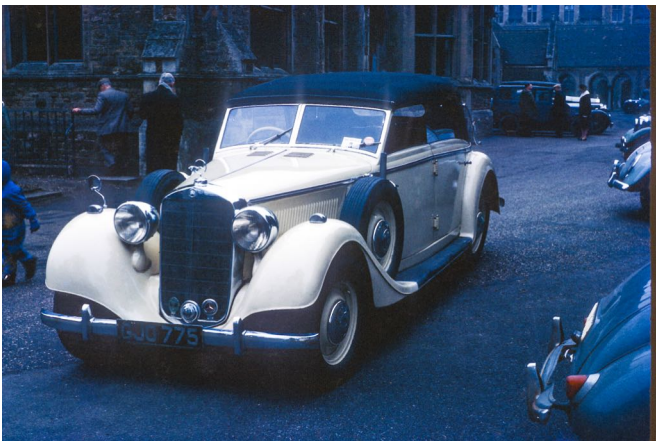
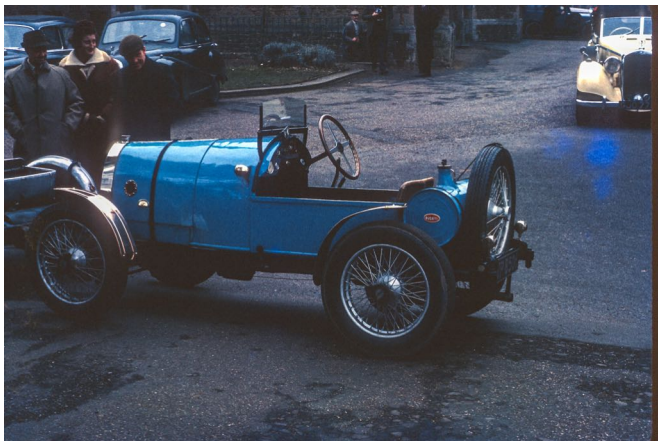
Out and About - Retrospective



David
Roscoe
Memorial
Dimanche
Tour
2019



We feature a selection of pictures from at Vintage Sports Car Club event I believe at Charterhouse. The pictures date from February 1964. Note the GMC badge on the Bugatti in the top picture.



GMC - Goodies

The following GMC Goodies are available from Mark Feeney, just phone him or speak to him at Clubnights

Car Badges (Enamel)	£30.00
Windscreen Sticker	£1.50
Club Badge (Self Adhesive)	£1.00
GMC Leather Key Ring	£1.50
GMC Mugs	£2.00
GMC Polo Shirts (White)	£15.00
GMC Sweat Shirts (Green)	£20.00
Romers, Clear or White plastic	£6.00
GMC Ice Scrapers	£2.00
GMC Pens	3 for a £1.00

GMC - Membership Fees

Full Membership	£15.00
Family Membership	£20.00
Associate Membership	£2.50
Pro-rata Membership for new members joining after 1st July	
Full Membership	£7.50
Family Membership	£10.00

Website and Social Media

Website:

www.guildfordmotorclub.org.uk

facebook:

www.facebook.com/guildfordmotorclub

instagram:

<https://www.instagram.com/guildfordmotorclub>

Hamish Roscoe's YouTube channel is [here](#).

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Zoom - Club and Pubnights.

Club Night *second Tuesday* from 8pm
Meeting ID. - [Click Here](#)

Here is the id and passcode if you really want them

Meeting ID: 876 9661 0105

Passcode: 515547

Pub Night *fourth Tuesday* from 8pm
meeting ID. - [Click Here](#)

Here is the id and passcode if you really want them

Meeting ID: 875 2211 6536

Passcode: 101665

The links and details are also on the [website](#).